

CITY OF VANCOUVERREGULAR COUNCIL MEETING

A Regular Meeting of the Council of the City of Vancouver was held on Tuesday, February 13, 1979, in the Council Chamber, commencing at 2:00 p.m.

PRESENT: Deputy Mayor Ford  
Aldermen Bellamy, Boyce, Gerard, Harcourt,  
Kennedy, Little, Marzari, Puil,  
and Rankin

CLERK TO THE COUNCIL: R. Henry

PRAYER

The proceedings in the Council Chamber were opened with prayer.

ACKNOWLEDGEMENT

The Deputy Mayor acknowledged the presence in the Council Chamber of students from the Advanced Journalism Class at Langara College, accompanied by their instructor, Mr. Gerry Porter.

'IN CAMERA' MEETING

The Council was advised there were matters to be considered 'In Camera' later this day.

ADOPTION OF MINUTES

MOVED by Ald. Bellamy,  
SECONDED by Ald. Gerard,

THAT the Minutes of the Regular Council Meeting of February 6, 1979, with the exception of the 'In Camera' portion, be adopted.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Puil,  
SECONDED by Ald. Bellamy,

THAT this Council resolve itself into Committee of the Whole, Deputy Mayor Ford in the Chair.

- CARRIED UNANIMOUSLY

COMMUNICATIONS OR PETITIONS1. Urban Transit - Proposed Contract

Council noted a letter dated February 6, 1979, from the Chairman, Kensington Citizens' N.I.P. Planning Committee, requesting to be notified in advance of the meeting at which the Council appointees to the Urban Transit Authority will report to Council on the details of any proposed transit contract to permit them an opportunity of appearing as a delegation at that time.

MOVED by Ald. Rankin,

THAT the request of the Kensington Citizens' N.I.P. Planning Committee to address Council when the report of City Council's appointees to the Urban Transit Authority is before it be approved.

- CARRIED UNANIMOUSLY

Regular Council, February 13, 1979 . . . . . 2

CITY MANAGER'S REPORTS

Works & Utility Matters  
(February 9, 1979)

Contract 781 - Hastings Viaduct  
Replacement (Clause 1)

MOVED by Ald. Rankin,  
THAT the recommendation of the City Manager contained in  
this Clause be approved.

- CARRIED UNANIMOUSLY

When considering this clause Council noted a telegram from  
The Honourable Otto Lang, Minister of Transport dated February 12th.

Building & Planning Matters  
(February 9, 1979)

The Council considered this report which contains two  
clauses identified as follows:

- Cl. 1: 2615 Heather Street -  
D.P.A. No. 81695
- Cl. 2: Kensington N.I.P. - Allocation  
for Art - Mural

Clauses 1 and 2

MOVED by Ald. Boyce,  
THAT the recommendations of the City Manager contained in  
Clauses 1 and 2 be approved.

- CARRIED UNANIMOUSLY

Fire & Traffic Matters  
(February 9, 1979)

Emergency Planning  
(Clause 1)

MOVED by Ald. Boyce,  
THAT the recommendation of the City Manager contained in  
this Clause be approved.

- CARRIED UNANIMOUSLY

Finance Matters  
(February 9, 1979)

Request of the Y.M.C.A. for Capital Grant  
for Family Y.M.C.A. at Langara (Clause 1)

MOVED by Ald. Little,  
THAT Council approve a capital grant of \$111,000 to the 'Family Y  
Project' at Langara Y.M.C.A. These funds to be taken from the  
1979 Operating and Supplementary Capital Budgets.

- CARRIED UNANIMOUSLY  
AND BY THE  
REQUIRED MAJORITY

CITY MANAGER'S REPORTS (Cont'd)

Property Matters  
(February 9, 1979)

The Council considered this report which contains three clauses identified as follows:

- Cl. 1: Assignment of Leasehold Interests -  
Strata Lots in False Creek to Include  
Air Space Parcels
- Cl. 2: Rental Review of Air Space Over  
City Lane - Hudsons Bay Company
- Cl. 3: Proposed Exchange of Provincial Government Lands -  
4th Avenue & Discovery for City of Vancouver Lands  
Grandview Highway and Penticton Street

Clauses 1, 2 and 3

MOVED by Ald. Boyce,  
THAT the recommendations of the City Manager contained in  
Clauses 1, 2 and 3 be approved.

- CARRIED UNANIMOUSLY

B. Provincial Youth Employment Program  
(PYEP '79)

MOVED by Ald. Kennedy,  
THAT Council participate in the Provincial Youth Employment  
Program for 1979 up to a maximum of \$35,066.

- LOST (tie vote)

(Aldermen Bellamy, Gerard, Little, Puil and  
Deputy Mayor Ford opposed.)

MOVED by Ald. Little,

THAT

- (a) the City participate in the Provincial Youth Employment  
Program for 1979 up to an amount not to exceed \$20,000.
- (b) the Standing Committee on Finance and Administration be  
authorized to select the proposals to be submitted to the  
Province and to establish priorities among the projects.
- (c) the City Engineer or his representative be authorized  
to sign the application forms and the agreements on  
behalf of the City and to make minor adjustments where  
required.

- CARRIED

(Alderman Puil opposed.)

STANDING COMMITTEE REPORTS

I. Report of Standing Committee  
on Transportation  
(February 1, 1979)

The Council considered this report which contains four clauses identified as follows:

- Cl. 1: Status Report - Transportation for  
the Handicapped
- Cl. 2: Haro/Cardero Traffic Diverter
- Cl. 3: Traffic Signal - Arbutus and 33rd Avenue
- Cl. 4: Left Hand Turns at Traffic Control  
Intersections

Cont'd . . .

Regular Council, February 13, 1979 . . . . . 4

STANDING COMMITTEE REPORTS (Cont'd)

Report of Standing Committee  
on Transportation  
(February 1, 1979) (Cont'd)

Clauses 1, 2, 3 and 4

MOVED by Ald. Kennedy,

THAT Clause 1 be received for information and the recommendations of the Committee contained in Clauses 2, 3 and 4 be approved.

- CARRIED UNANIMOUSLY

I(i). Part Report of Standing Committee  
on Transportation  
(February 8, 1979)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Transportation for the Handicapped
- Cl. 2: Champlain Heights - Transit Changes

Transportation for the  
Handicapped (Clause 1)

When considering this clause Council noted a report from the City Manager dated February 12, 1979, in which he recommended deferral of the Committee's recommendations 'F' and 'G' for one week to permit officials an opportunity to report on the feasibility and cost implications of these recommendations.

MOVED by Ald. Little,

THAT recommendations 'A' to 'J' of the Committee be approved with the exception of recommendations 'F' and 'G'.

- CARRIED UNANIMOUSLY

MOVED by Ald. Puil

THAT the recommendations of the Committee contained in this report be deferred for one week.

- LOST

(Aldermen Bellamy, Boyce, Harcourt, Kennedy, Little,  
Marzari, Rankin and Deputy Mayor Ford opposed)

The motion to defer having Lost, the motion by Alderman Little was put and Carried Unanimously.

MOVED by Ald. Rankin

THAT recommendations 'F' and 'G' of the Committee be deferred for one week to permit the officials an opportunity to report back on their feasibility and cost implications.

- LOST (tie vote)

(Aldermen Boyce, Gerard, Kennedy, Little and Puil opposed)

During discussion of this matter Mr. Labron, Chairman of the Board; B.C. Lions' Society for Crippled Children, in response to a question from Council indicated the Society is willing to carry on the service if the additional costs are subsidised.

Mr. Lewis, representing an Ad Hoc Committee on Handicapped Transit, requested an opportunity to address Council at this point.

Cont'd . . .

Regular Council, February 13, 1979. . . . . 5.

STANDING COMMITTEE REPORTS (Cont'd)

Part Report of Standing Committee  
on Transportation (Cont'd)

Transportation for the Handicapped  
(Clause 1) (Continued)

MOVED by Ald. Rankin

THAT the request of Mr. Lewis to address Council be approved.

- LOST (Tie vote)

(Aldermen Bellamy, Boyce, Gerard, Kennedy and Puil opposed)

MOVED by Ald. Bellamy

THAT recommendations 'F' and 'G' of the Committee be approved.

- (deferred)

MOVED by Ald. Puil

THAT recommendation 'F' of the Committee be deferred for one month to provide an opportunity for the officials to report back on its feasibility and cost implications, as well as to receive the expected reports from other sources such as the Urban Transit Authority.

- CARRIED

(Aldermen Boyce, Harcourt, Marzari and Rankin opposed)

MOVED by Ald. Puil

THAT recommendation 'G' of the Committee be deferred for one month to provide an opportunity for the officials to report back on its feasibility and cost implications, as well as to receive the expected reports from other sources such as the Urban Transit Authority.

- CARRIED UNANIMOUSLY

Champlain Heights -  
Transit Changes (Clause 2)

When considering this clause Council noted a letter dated January 24, 1979, from the Champlain Heights Planning Advisory Committee requesting that Council review the proposed cutback in the 26 Boundary Road bus service with a view to changing the frequency of service to existing levels before the new Transit Authority takes control of transit.

MOVED by Ald. Bellamy,

THAT the recommendation of the Committee contained in this Clause be approved and that the communication from the Champlain Heights Planning Advisory Committee dated January 24, 1979, be received.

- CARRIED

(Aldermen Kennedy, Little, and Puil opposed.)

Regular Council, February 13, 1979 . . . . . 6

STANDING COMMITTEE REPORTS (Cont'd)

II. Report of Standing Committee  
on Finance and Administration  
(February 1, 1979)

The Council considered this report which contains two clauses identified as follows:

- Cl. 1: Senior Citizens' Guide to Services  
in B.C.
- Cl. 2: Annual Review - Permit Fees

Senior Citizens' Guide to Services  
in B.C. (Clause 1)

MOVED by Ald. Puil,  
THAT the recommendation of the Committee contained in this  
Clause be approved.

- CARRIED

(Aldermen Marzari and Rankin opposed.)

Annual Review -  
Permit Fees (Clause 2)

At the request of the City Manager Alderman Puil amended the  
date in recommendation 'D' of the Committee to read April 1, 1979,  
rather than March 1, 1979.

MOVED by Ald. Puil,  
THAT the recommendations of the Committee, as amended this  
day, be approved.

- CARRIED UNANIMOUSLY

III. Report of Standing Committee  
on Community Services  
(February 5, 1979)

Black Solidarity Association  
(Clause 1)

When considering this clause Council noted a letter dated  
February 6, 1979, from The Honourable Allan Williams, Minister of  
Labour, advising that he has appointed a three-member Board of  
Enquiry to hear complaints that have been filed under the Human  
Rights Code alleging racial discrimination by certain Vancouver  
cabarets.

Circulated this day was a letter from the Black Solidarity  
Association dated February 8, 1979, indicating it was not pleased  
with the decisions made by the Committee and demanding another  
hearing with all Council members.

MOVED by Ald. Rankin,  
THAT the recommendations of the Committee be deferred to the  
next meeting of Council to permit the Black Solidarity Association an  
opportunity of addressing Council at that time.

- LOST (tie vote)

(Aldermen Bellamy, Boyce, Gerard, Kennedy  
and Puil opposed.)

Cont'd . . .

Regular Council, February 13, 1979 . . . . . 7

STANDING COMMITTEE REPORTS (Cont'd)

Report of Standing Committee  
on Community Services  
(February 5, 1979) (Cont'd)

Black Solidarity Association  
(Clause 1) (Cont'd)

MOVED by Ald. Rankin,  
THAT the recommendations of the Committee contained in this clause  
Clause be approved.

- CARRIED UNANIMOUSLY

MOVED by Ald. Kennedy,  
THAT the recommendations of the Committee contained in this  
Clause be deferred pending the result of the Board of Inquiry  
established by the Minister of Labour.

- LOST

(Aldermen Bellamy, Boyce, Gerard, Harcourt, Little,  
Marzari, Puil, Rankin and Deputy Mayor Ford opposed.)

MOVED by Ald. Little,  
THAT representations be heard from the Black Solidarity  
Association when the report from the Chairman arising from  
recommendations 'E', 'F' and 'G' of the Committee is before Council.

- CARRIED UNANIMOUSLY

COMMITTEE OF THE WHOLE

MOVED by Ald. Puil,  
THAT the Committee of the Whole rise and report.

- CARRIED UNANIMOUSLY

MOVED by Ald. Puil,  
SECONDED by Ald. Harcourt,  
THAT the report of the Committee of the Whole be adopted.

- CARRIED UNANIMOUSLY

BY-LAWS

1. BY-LAW TO REPEAL BY-LAW NO. 3779  
BEING THE FUEL DEALER REGULATION BY-LAW

MOVED by Ald. Puil,  
SECONDED by Ald. Bellamy,  
THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer  
declared the By-law open for discussion and amendment.

There being no amendments, it was

MOVED by Ald. Puil,  
SECONDED by Ald. Bellamy,  
THAT the By-law be given second and third readings and the  
Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

BY-LAWS (Cont'd)

2. A BY-LAW TO CONTRACT A DEBT BY THE ISSUE AND SALE OF DEBENTURES IN THE AGGREGATE PRINCIPAL AMOUNT OF \$1,495,000.00 IN LAWFUL MONEY OF CANADA FOR THE ACQUISITION OF CERTAIN REAL PROPERTY FOR USE AS A PUBLIC PARK BEING A LOCAL IMPROVEMENT AND FOR IMPOSING AN ANNUAL SPECIAL RATE ON REAL PROPERTY SPECIALLY BENEFITED BY SUCH LOCAL IMPROVEMENTS

MOVED by Ald. Little,  
SECONDED by Ald. Rankin,

THAT the By-law be introduced and read a first time.

- CARRIED UNANIMOUSLY

The By-law was read a first time and the Presiding Officer declared the By-law open for discussion and amendment.

There being no amendments, it was

MOVED by Ald. Little,  
SECONDED by Ald. Rankin,

THAT the By-law be given second and third readings and the Mayor and City Clerk be authorized to sign and seal the By-law.

- CARRIED UNANIMOUSLY

ENQUIRIES AND OTHER MATTERS

Alderman Rankin -  
Electoral Reform

queried when the Mayor intended to report to Council on procedures with respect to the old system.

The Deputy Mayor directed the City Clerk to enquire and advise Alderman Rankin.

Alderman Rankin -  
Spraying of Kitsilano  
With Dimalon

referred to reports of aerial spraying of the Kitsilano area with Dimalon to control Gypsy Moth investation of trees and requested that the Minister of Environment advise Council on this matter.

The Deputy Mayor directed that the City Manager submit a report in consultation with the Minister of Environment, the Medical Health Officer and other appropriate staff.

Alderman Boyce -  
Recent Arson Bombings  
in the City

referred to the recent rash of arson fire bombings in the City and asked for a report on this.

The Deputy Mayor requested that the Mayor, Fire Chief and the Chief Constable report on this.



Regular Council, February 13, 1979 . . . . . 9

ENQUIRIES AND OTHER MATTERS (Cont'd)

Alderman Little -  
Board of Inquiry Re  
Alleged Racial Discrimination

enquired of Alderman Rankin whether  
the Minister of Labour had  
established the membership of this  
Board of Inquiry.

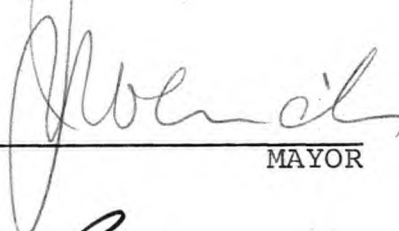
Alderman Rankin advised that three  
people have been appointed but  
have not yet commenced their  
inquiries.


\* \* \* \*

The Council recessed at 4:00 p.m. for an 'In Camera'  
meeting in the Mayor's Office.

\* \* \* \*

The foregoing are Minutes of the Regular Council Meeting  
of February 13, 1979, adopted on February 20, 1979.

  
\_\_\_\_\_  
MAYOR

  
\_\_\_\_\_  
CITY CLERK

WORKS & UTILITY MATTERS

RECOMMENDATION

1. Contract 781 - Hastings Viaduct Replacement

The City Engineer reports as follows:

"Tenders for the construction of the Hastings Street Viaduct Replacement were opened on December 18, 1978. Six bids were received and are tabulated below. This is a unit price contract based on estimated quantities supplied by this Department and the final costs upon completion may vary according to actual quantities measured during construction.

CONTRACTOR	TOTAL BID
Van Construction Company	\$2 176 025.39
Dawson & Hall	\$2 279 766.00
Smith Bros. & Wilson	\$2 340 547.70
Commonwealth Construction	\$2 344 837.00
Northern Construction	\$2 532 220.00
Janin Building	\$2 540 755.00

The low bidder meeting specifications is Van Construction Company Ltd. and this firm has had considerable related experience in this type of work. This company stipulated some conditions in their tender which may have had an effect on the tendered amount. These conditions were clarified and the company has stated that the bid is based on the specifications in the contract without any qualifications whatsoever. I am of the opinion that the low bid meets our specifications and represents excellent value to the City. Funds for this purpose have been approved by City Council and are available in Streets Capital Account #147/6816. The contract price is within the estimated amount.

The Hastings Street Viaduct carries traffic over the Burlington Northern Railway tracks. For this reason the City must obtain approval from the Canadian Transport Commission to rebuild the structure. The City has also applied for a contribution towards reconstruction costs from the Railway Grade Crossing Fund (now called the Urban Transportation Assistance Program). Before either of these can be granted, the Province of British Columbia was required to sign an agreement with the Federal Government covering such matters under the Urban Transportation Assistance Program. The City's application was made in October, 1977, and has been processed by the Railway Company and the Canadian Transport Commission. Federal authorities gave assurance that approval for our application to construct would be made as soon as the Province signed the UTAP agreement. Since October, 1978, the Provincial authorities have had the matter under consideration and had promised full co-operation in expediting the signing of the agreement. We have just been advised that the signing has now taken place.

In September, 1978, we were told that it would be in order to call tenders on the basis that approval to construct would be forthcoming shortly, but it has not been received at this date.

Under the terms of the tender, the bids are valid for 60 days after the closing date; therefore, in order to take advantage of the favourable bids, it is necessary to award the contract prior to February 16, 1979. If this is not possible and the City had to retender the project, I would expect higher bids. The contract should be awarded subject to this approval being obtained from the Federal Government. In the meantime, we are making every effort to advise the Federal authorities of the urgency of the City's need to expedite the matter.

MANAGER'S REPORT, FEBRUARY 9, 1979 . . . . . (WORKS: A1 - 2)

Clause No. 1 cont'd:

I recommend that:

- (a) Contract No. 781 - Hastings Viaduct Replacement, be awarded to Van Construction for the amount of \$2 176 025.39 subject to the necessary approvals being obtained from the senior governments prior to the expiry of Van Construction's bid.
- (b) The Director of Legal Services be instructed to prepare the necessary contract documents and execute the same on behalf of the City in accordance with Clause A above.
- (c) The bid bonds for the unsuccessful bidders be returned."

The City Manager RECOMMENDS that the foregoing recommendation of the City Engineer be approved.

FOR COUNCIL ACTION SEE PAGE(S) 231

Manager's Report, February 9, 1979 . . . (BUILDING: A-4 - 1)

## BUILDING AND PLANNING MATTERS

### RECOMMENDATION

#### 1. 2615 Heather Street - D.P.A. No. 81695

The Director of Planning reports as follows:

"Hanson and Erb, Architects, have filed Development Permit Application #81695 on behalf of the Cancer Control Agency of British Columbia, to construct a three hundred thirty-three (333) stall parking garage at the southwest corner of Ash Street and Tenth Avenue. The parking garage is the first phase of an expansion and renovation program for the Cancer Control Agency of British Columbia, which is located in the Vancouver General Hospital, CD-1 Comprehensive Development District.

The Cancer Control Agency is a 3.5 acre portion within the thirty-two (32) acre Vancouver General Hospital Complex site. The applicants have indicated that the final plan for the Cancer Control Agency site is to provide a total floor area of 328,546 sq. ft. of building, service area and parking. The Floor Space Ratio would then be 2.16 and the site coverage 67% of the Cancer Control Agency site.

On June 29, 1969, City Council approved the rezoning of the Vancouver General Hospital "Medical Services Area" resulting from the joint application by Vancouver Children's Hospital, B.C. Cancer Institute, Provincial Health Buildings and C.A.R.S., subject to several conditions, which were attached by resolution of Council. One of these conditions was:

'Building site coverage - the maximum site coverage by buildings not to exceed 23% of the site area.'

On March 29, 1977, City Council approved the increase in site coverage from 23% to 40.3% to permit the construction of the Emergency Building. On February 7, 1978, City Council approved the increase in building site coverage from 40.3% to 40.67% to permit additions to the Cancer Control Agency Building. The proposed development, for the parking garage, would increase the building site coverage to 42.68%. This is an increase of approximately 2% over the total CD-1 site.

It is noted that both the form of development and specific facilities have changed considerably in the Medical Services Area, since the CD-1 Zoning was established in 1969. A revised CD-1 plan is being prepared for the area, by the staff of the Hospital in conjunction with the City.

The basic concept and importance of creating a special precinct or identity to this institutional area was approved by Council on November 3, 1978, for further discussion with owners and agencies in the area. These discussions are planned to take place over the next two months.

With specific reference to this proposal, it is felt to be important that Phase II development should endeavour to respond to the concepts outlined in the "Precinct Primer" consultant's report. Ground level landscaping proposals should be developed for the parking garage which relate both to the east/west linear open space proposed and for the Phase II scheme Cancer expansion as it will relate to the linear open space concept.

Future expansion should also consider the possible landscape/open space treatment of roof areas.

Height of future expansion should be reviewed in the context of the 60 foot maximum height recommendation in the Precinct Primer.

The Director of Planning recommends that Development Permit Application #81695 be approved, permitting the construction of the parking garage on this site, subject to conditions and that the previous resolution of Council be amended to permit a site coverage of 42.68%, and further that future developments on the site respond to the concepts outlined in the "Precinct Primer" consultants report."

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.

2. Kensington N.I.P. - Allocation for Art - Mural

The Director of Planning reports as follows:

" BACKGROUND

The Kensington N.I.P. Concept Plan, approved by City Council on April 4, 1978, included an allocation of \$50,000 for artwork. Although the specifics of this allocation were intended to be developed as the program progressed, it was considered that the purchasing or commissioning of paintings, murals and sculptures would be appropriate. These artworks would be located in or on public buildings or spaces for the enjoyment of everyone in the community.

PURPOSE OF THIS REPORT

The purpose of this report is to recommend an allocation to commission a commemorative mural to be painted and later hung in a public building in Kensington.

DESCRIPTION OF THE PROJECT

The proposal to paint this mural has been made by a professional artist, Darius Brussaferro, who resides in Kensington. The proposed mural would be approximately 7' x 10', oil on canvas. The mural would portray citizens at a meeting in order to symbolize the work of volunteer citizen groups in the city. The cost to commission this work would not exceed \$3,500, including materials. Further details are included in the artist's letter attached as Appendix "A".

COMMENTS

The Kensington Citizens' N.I.P. Planning Committee has considered the proposal and feels that it is an appropriate start towards using the funds set aside for artwork. The Planning Committee felt that it would be appropriate to give some recognition to the work of volunteer committees.

At the present time, two additional artists have shown interest and are currently developing proposals for art projects in the Kensington community. In addition, the Vancouver Artists Gallery has been notified that opportunities exist for artists to produce art for the Kensington area. At this time, a notice to this effect is being prepared to be published in the February edition of the Artists Gallery Newsletter.

C.M.H.C. and the Province have also been notified of and concur with the spending of N.I.P. funds in this manner. The Director of Planning also agrees that this would be a worthwhile use for N.I.P. funds.

RECOMMENDATION

The Director of Planning recommends that City Council approve the appropriation of up to \$3,500 from the Kensington N.I.P. Social and Recreational Facilities account No. 891/8704 for the purpose of commissioning a commemorative mural as outlined in Appendix "A". The costs would be shared as follows:

City	(25%)	\$ 875
Province	(25%)	875
Federal	(50%)	<u>1,750</u>
		\$3,500"

The City Manager RECOMMENDS that the recommendation of the Director of Planning be approved.



MANAGER'S REPORT, February 9, 1979 . . . . . (FIRE: A-6 - 1)

## FIRE AND TRAFFIC MATTERS

### RECOMMENDATION

#### 1. Emergency Planning

The Emergency Planning Committee, comprised of the Deputy City Manager (Chairman), Chief Constable, Fire Chief, City Engineer, Medical Health Officer and Director of Emergency Program, reports:

"The Emergency Planning Committee was formed by the City Manager to review and recommend changes to current emergency procedures; to coordinate the preparation of a City of Vancouver Emergency Plan; to establish procedures, to exercise and evaluate the emergency plan; and to recommend implementation of emergency response systems. This is a progress report on the Committee's work.

#### 1. THE CITY OF VANCOUVER EMERGENCY PLAN (THE PLAN)

The City of Vancouver Emergency Plan is being prepared by the Director of the Emergency Program and will establish the responsibilities of the City during a major emergency or disaster. The format of The Plan will be:

The Basic Plan - This document will comprise Part One of The Plan and will provide legal authority for procedures and responsibilities under The Plan. City Council approval shall be required for adoption and amendment of the Basic Plan. A draft of this plan is being reviewed by the Committee.

The Emergency Procedural Manual - This document will comprise Part Two of The Plan and will provide:

- (a) a detailed breakdown of responsibilities and procedures of each participating department;
- (b) a list of emergency telephone numbers;
- (c) an emergency resource list;
- (d) special emergency procedures; and
- (e) a list of Federal, Provincial and other agencies that have responsibilities in the event of a major emergency or disaster.

The Emergency Planning Committee shall have the authority to approve and amend the Emergency Procedural Manual. Initial preparation of the departmental manuals is under way.

#### 2. EMERGENCY PLANNING SEMINAR - 13 to 15 February 1979

Mr. A.H. Blake, Regional Director of Emergency Planning Canada, has agreed to a request from the Committee to sponsor a three day seminar in Vancouver which will focus on emergency planning in a large urban area such as Vancouver. The seminar will feature presentations from Emergency Planning Canada and provincial departments of Emergency Health Services, Human Resources and the Provincial Emergency Program. The seminar will be attended by fifteen senior staff personnel and will provide a format for the exchange of ideas and information between representatives from the City, surrounding municipalities and senior levels of government.

Continued . . . .

MANAGER'S REPORT, February 9, 1979 . . . . . (FIRE: A-6 - 2)

### Clause No. 1 Continued

#### " 3. HAZARDOUS MATERIAL

The Chief Fire Prevention Officers of the twelve lower mainland Fire Departments have been holding regular meetings since the recent chlorine spill in the city, to gather information concerning the movement of hazardous materials throughout the lower mainland by truck and by rail. The purpose of this exercise is to identify those materials that are moved in large quantities and to identify the routes being used to move these materials, in order that we may be able to anticipate potential emergencies and properly plan counter measures.

At the moment, this group has identified fifty two such chemicals with varying degrees of hazard. These are being studied in some detail by each Fire Prevention Officer taking a small number of these products, identifying essential characteristics and pooling this detailed information with the group so that a comprehensive package of information will be available within three months.

In addition to this, The Vancouver Fire Department has obtained a nine hour instructional program covering the transport of hazardous materials and planning for emergencies, which was prepared by the National Fire Protection Association to train fire fighters and emergency response people.

There is also a program in place whereby a group of Police instructors are being trained by the Fire Department in the use of self-contained breathing apparatus. This corps of instructors will then train the remaining police force in such use.

#### 4. GVRD EMERGENCY MEASURES TASK FORCE

The GVRD Emergency Measures Task Force recommended on October 27, 1978 that a Task Force be established at the regional level to examine response to emergencies and disasters. It was recommended that this Task Force focus on communications as its first priority. Mr. F. Bunnell, GVRD Director of Operations, was elected as Chairman with members to include from industry, union, police, associations and municipal, provincial and federal levels of government. The chairman has not as yet scheduled a meeting of this Task Force.

The Committee is of the opinion that the GVRD should coordinate emergency planning for member municipalities by preparing a GVRD Emergency Plan which would detail inter-municipal responsibilities in the event of a disaster.

#### 5. EMERGENCY COMMUNICATIONS

The present communications system lacks the capability for direct interdepartmental communications between senior emergency response personnel, such as police, fire and engineering but relies on procedures that could compromise communications and delay effective response coordination between departments during an emergency.

To resolve this and other problems, the Committee requested Engineering provide the following preliminary report on the feasibility of improving the total communications system.

##### (a) Executive Pagers:

In the event that telephones are inoperative, senior officials may best be contacted in the event of an emergency by using pocket pagers. Pocket pagers offer the easiest method of contacting officials when their location is unknown. They also eliminate the need to "contact the office" at regular intervals. Private paging companies offer the best area coverage as they use multiple transmitters. However, the telephone lines between the customer and the paging company and between the paging company and the transmitters are vulnerable to certain types of disasters.

Continued . . .

MANAGER'S REPORT, February 9, 1979 . . . . . (FIRE: A-6 - 3)

Clause No. 1 Continued

" For this reason the use of private paging companies to contact senior officials was rejected. It is proposed to develop an "executive" paging system on an undertermined Police channel to be accessed both by landline and radio. To provide backup reliability the main and auxiliary transmitters for this channel will be located at Little Mountain and City Hall respectively. The Police channel was chosen for paging because the Communications Centre is the focal point of emergency communications for the City of Vancouver. Once paged, senior officials will call in either by telephone if available or by mobile radio. It must be noted that all paging, emergency and non-emergency, for these senior officials will be made on this system. The procedure for initiating a page has not been determined. In addition, the maximum coverage of a paging system from a single transmitter is unknown and will have to be surveyed.

(b) Executive Radios:

Senior officials must have the facilities to directly access one or more "executive" radio channels for communications between departments.

Secrecy is not considered a priority at this time.

Any executive channel should be in constant use to ensure its operability and should be owned by the City of Vancouver to control access, function and priority.

Vehicles of the selected senior officials will be equipped with a mobile radio capable of operating on a Police channel, two Engineering channels and Departmental channels as required by each official. Custom, extra-wide bandwidth radios will be installed in the vehicles of senior Fire Department officials so that their normal channels plus the "executive" channels can be accommodated on one radio. Recognizing that most of the senior officials in question do not presently have radios in their vehicles a regular test procedure will have to be implemented to verify each radio's operation.

(c) Radio Backup on Dispatch Systems:

At present all dispatch consoles are connected through landlines to base transmitters and receivers. These landlines may be damaged during an emergency. The problem can be overcome by providing a backup radio link. Funds have been approved in the Capital Budget to provide the radio links for Fire and Engineering radio systems and these will be installed in 1979. The estimated cost of providing a radio link from each of the five Police dispatch consoles is \$13,500.

Detailed cost information for an executive pager system and executive radios will be presented in the Committee's next report to Council.

6. RECOMMENDATION

The Emergency Planning Committee submits the above as a progress report for information and recommends as follows:

THAT City Council approach the Greater Vancouver Regional District and request that the GVRD Emergency Measure Task Force coordinate emergency planning for member municipalities by preparing a GVRD Emergency Plan which would detail inter-municipal responsibilities in the event of a disaster. "

The City Manager RECOMMENDS that the foregoing recommendation of the Emergency Planning Committee be approved.

FOR COUNCIL ACTION SEE PAGE(S) 231



A-7

MANAGER'S REPORT, FEBRUARY 9, 1979 . . . . . (FINANCE: A7-1)

FINANCE MATTERS

CONSIDERATION:

1. Request of the Y.M.C.A. for Capital Grant  
for Family Y.M.C.A. at Langara

The Director of Finance reports as follows:

"City Council on November 9, 1976, when considering a grant request from the Y.M.C.A. for its Langara property, passed the following motion:

"That Council recommend to subsequent Councils that a grant of \$333,000 to the 'Family Y Project' at Langara, be approved, on the basis of one third of this amount being released in each of the years 1977, 1978, and 1979, subsequent to construction commencing in 1977; these funds to be taken from the annual Supplementary Capital Budgets."

Council, on March 15, 1977, and February 21, 1978 approved capital grants of \$111,000 for each of those years, in accordance with Council's resolution of November 9, 1976. The Y.M.C.A. is, by their letter dated January 30, 1979, requesting a grant of \$111,000 being the balance of the \$333,000 referred to in Council's resolution of November 9, 1976.

The Director of Finance advises that an amount of \$111,000 is included for this purpose in the proposed 1979 Supplementary Capital Budget, and submits this request of the Y.M.C.A. for consideration in advance of the 1979 Operating and Supplementary Capital Budgets."

The City Manager submits the foregoing report of the Director of Finance for  
CONSIDERATION.

FOR COUNCIL ACTION SEE PAGE(S) 231

MANAGER'S REPORT, FEBRUARY 9, 1979 . . . . . (PROPERTIES: A9 - 1)

PROPERTY MATTERS

RECOMMENDATION

1. Assignment of leasehold interests -  
Strata lots in False Creek to include Air Space Parcels

The Director of Legal Services reports as follows:

" On June 21st, 1977, Council approved a recommendation that the Director of Legal Services, or in his absence an Assistant Director, be authorized to sign on behalf of the City, the assignments of the leasehold interests in the strata lots made under the provisions of certain ground leases which included the following;

- 1) Ground Lease dated as of 1 July 1976 between the City and Frank Stanzl Construction Ltd. by which the City leased to the Company Lot 5, False Creek, Plan 16003.
- 2) Ground Lease dated as of 1 October 1976 between the City and Frank Stanzl Construction Ltd. by which the City leased to the Company Lot 7, False Creek, Plan 16003.

On August 26th, 1976, Council authorized the division of Lot 7 into two Air Space Parcels and the entry of the City into separate leases with the Company in respect of each Air Space Parcel.

Subsequently, Lot 5 was resubdivided and became known as Lot 39 and on July 14th, 1977, Council authorized the division of Lot 39 into three air space parcels and the entry of the City into separate ground leases with the Company in respect of each Air Space Parcel.

These leases of Air Space have been entered into by the parties.

It is considered advisable, and so recommended, that Council confirm that the resolution of June 21st, 1977, authorizing the Director of Legal Services, or in his absence an Assistant Director, to sign on behalf of the City the assignments of the leasehold interests in the strata lots made under the provisions of the said Ground Leases in respect of Lots 5 and 7 extends to the leases of the air space parcels entered into by the City with Frank Stanzl Construction Ltd. pursuant to the said resolutions of Council dated August 26th, 1976 and June 14th, 1977, respectively."

The City Manager RECOMMENDS that the recommendation of the Director of Legal Services be approved.

2. Rental Review of Air Space over  
City Lane - Hudsons Bay Company

The Supervisor of Properties reports as follows:

"In 1958 the Hudsons Bay Company was granted a thirty (30) year lease of the Air Space over the City lane in Block 44, D.L. 541 which area was incorporated in the Company's development of a multi-level parking garage known as the Hudsons Bay Parkade.

In this regard, rental negotiations have been carried out and the lessee, by letter, dated January 8, 1979 has agreed to a rental increase from the present \$1,825.00 per annum to \$9,620.00 per annum. This revised rental is a flat rate, which satisfactorily reflects market rental value including taxes.

MANAGER'S REPORT, FEBRUARY 9, 1979 . . . . . (PROPERTIES: A9 - 2)

Clause No. 2 cont'd:

It is therefore recommended that the Supervisor of Properties be authorized to increase the rental to \$9,620.00 per annum for the Subject Property, such rent to be reviewed on November 30, 1983."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

3. Proposed Exchange of Provincial Government Lands -  
4th Avenue & Discovery for City of Vancouver Lands  
Grandview Highway and Penticton Street

The Supervisor of Properties reports as follows:

"City Council by resolution of October 25, 1977 approved a proposal for a land exchange and sale between the City and the Housing Corporation of British Columbia concerning City-owned land at Grandview Highway and Penticton Street and the Housing Corporation of British Columbia lands at 4th Avenue & Discovery Street. Both sites are zoned RS-1, Single Family Dwelling District.

The proposal was to exchange the larger City-owned site at full market value for the smaller Provincially-owned site at two-thirds market value plus a cash payment from the Province, subject to the Housing Corporation retaining an option to repurchase the 4th Avenue & Discovery site from the City if the land was not developed with non-profit housing.

The date of the exchange was to be October 31, 1977; however, the Provincial Government did not have a title to the 4th Avenue & Discovery lands until October 11, 1978.

The title to the Provincial lands at 4th & Discovery contains a proviso "that the lands shall at all times be used for Housing as defined in the Ministry of Municipal Affairs and Housing Act".

This proviso will run with the land and could make it difficult for any organization to obtain financing for development on the site. C.M.H.C. would only consider financing if the City (landowner) would covenant to indemnify C.M.H.C. for losses arising from a breach of the proviso.

Correspondence has been exchanged and meetings held and, in view of difficulties being experienced, it has become apparent that the City's best interests would not be served by proceeding with the exchange. City ownership of the 4th & Discovery lands would create an intractable land situation due to the registered proviso and to the uncertainty of rezoning for co-operative housing being approved. Neither is the site desirable for subdivision and sale for single-family lots due to its shape and size and the heavy traffic flow on both sides of the site, even if the proviso was lifted.

Cancellation of the exchange would not preclude non-profit housing groups from approaching the Provincial Government Housing to purchase the 4th & Discovery site as they have already indicated that they are willing to dispose of these lands for non-profit housing.

MANAGER'S REPORT, FEBRUARY 9, 1979 . . . . . (PROPERTIES: A9 - 3)

Clause No. 3 cont'd:

The City-owned 5.19 acres of single-family land on the Grandview Highway is in the inventory of the Property Endowment Fund Board and, subject to a Director of Planning report re subdivision and servicing, could be placed on the open market for development.

The Director of Planning notes that a single-family subdivision is only one land use option for this site. Some of the liabilities of the site such as frontage on an arterial roadway, poor soil conditions and assets such as bordering on Beaconsfield Park, view of the north shore mountains, suggests that careful design treatment is of paramount importance. For this reason, the Director of Planning feels a decision on the use of this land prior to investigating these alternatives is premature.

In view of the City's land, valued at \$880,380 having been tied up since October 1977, the difficulties outlined above in completing the exchange, and the improbable utilization of the 4th & Discovery site without a long delay, it is recommended that:

- (a) The motion regarding the proposed sale and exchange of lands passed by Council on October 25, 1977 be rescinded, and
- (b) The City lands at Grandview Highway and Penticton Street, being Lot 1, Block A, Section 45, T.H.S.L. Plan 15949, be offered for sale to the Housing Corporation of British Columbia at the price of \$880,380 and if not purchased by the Corporation within 90 days from Council's consideration of this report, then the lands, after subdivision and servicing, be placed on the open market and tenders called for in accordance with Council's approved procedures.
- (c) That if the Housing Corporation does not purchase the site, the Director of Planning be instructed to report on the future disposal of these lands prior to sale."

The City Manager RECOMMENDS that the foregoing recommendation of the Supervisor of Properties be approved.

FOR COUNCIL ACTION SEE PAGE(S) 232

**B**MANAGER'S REPORTDATE February 5, 1979

TO: VANCOUVER CITY COUNCIL

SUBJECT: PROVINCIAL YOUTH EMPLOYMENT PROGRAM (PYEP '79)

CLASSIFICATION: CONSIDERATION AND RECOMMENDATION

The City Engineer and Director of Finance report as follows:

"The Provincial Department of Labour has announced its Provincial Youth Employment Program for 1979 (PYEP '79).

Following the pattern of the previous year's program, 50% of the job opportunities are to be made available for high school students; the balance are to be for unemployed youth between the ages of 15 and 24. In 1978 the City hired approximately 35 students under the Provincial Government program.

PYEP '79 - SUMMARY

- (a) High School students are to be hired for July and August.
- (b) Unemployed youth are to be hired from May to August inclusive.
- (c) The Province will pay:
  - . . . . \$3.20 per hour per person over 17 years of age.
  - . . . . \$2.60 per hour per person 17 years and under.
  - . . . . Holiday pay.
- (d) The City must pay:
  - . . . . any salary or wage in excess of the Provincial subsidy, i.e. Union rate differential.
  - . . . . fringe benefits (6% approximately).
  - . . . . All other costs (material, equipment rental, etc.).

The students would be employees of the City (or Park Board, Police, Library) and the established salaries and wage rates will apply. The Province will not consider any application which is not approved by the appropriate Union.

The City will be required to pay any difference between the Provincial subsidy and the established Union rate. Typical examples are as follows:

	<u>Monthly Wage (1978)</u> <u>Incl. Fringe</u>	<u>Provincial</u> <u>Subsidy</u>	<u>City</u> <u>Cost</u>	
Clerk Typist I (PG 5)	\$ 811	\$ 475	\$ 336	41%
Clerk III (PG 17)	\$1 115	\$ 490	\$ 625	56%

TIMING & PROCEDURE

Information on PYEP '79 has been distributed to all Departments and they are preparing proposals.

If Council favours participation in PYEP '79, it is recommended that the Standing Committee on Finance and Administration be authorized to review the Department's proposals and to approve applications to be submitted to the Province.

DIRECTOR OF FINANCE'S COMMENTS

The Director of Finance submits the following information for Council's consideration in determining the amount of participation in the Provincial Youth Employment Program.

- A. PYEP '79 would be funded out of that portion of the 1979 Revenue Budget that is subject to the Provincial 5% restrictions.

CC 63-MH-75

B. The following summary shows the City's contribution from the Revenue Budget on various projects for 1976, 1977, 1978, and 1979:

	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
1975-1976 L.I.P.	\$173 978	-	-	-
1976-1977 L.I.P.	\$ 32 000	\$224 838	-	-
Young Canada Works (1977)	-	\$ 90 439	-	-
Young Canada Works (1978)	-	-	\$ 72 393	-
Young Canada Works (1979)	-	-	-	\$ 50 000
Canada Works Phase I	-	\$ 78 359	-	-
Canada Works Phase II	-	\$108 338	\$ 25 240	-
Canada Works Phase III	-	-	\$ 54 721	-
Provincial Youth Employment (1976)	\$ 39 698	-	-	-
Provincial Youth Employment (1977)	-	\$ 28 918	-	-
Provincial Youth Employment (1978)	-	-	\$ 35 066	-
	<u>\$245 676</u>	<u>\$530 892</u>	<u>\$187 420</u>	<u>\$ 50 000</u>

C. Council approved a City contribution of \$31 500 for the Provincial Youth Employment Program in 1978.

D. I anticipate severe problems in meeting the 5% growth limit specified by the Province for our budget. In view of these constraints, and as I did for the Young Canada Works program, I cannot recommend any City participation in the 1979 Provincial Youth Employment Program.

#### CONSIDERATION AND RECOMMENDATION

The City Engineer submits the following items for Council's CONSIDERATION.

- (a) The question of whether the City will participate in PYEP '79.
- (b) If the City is to participate, the setting of a maximum City cost for PYEP '79.

The City Engineer recommends that:

- (c) If the City is to participate, the Standing Committee on Finance and Administration be authorized to select the proposals to be submitted to the Province and to establish priorities among the projects.
- (d) The City Engineer or his representative be authorized to sign the application forms and the agreements on behalf of the City and to make minor adjustments where required, and

The Director of Finance recommends

- (e) That given the anticipated severe budget problems in 1979, the City not participate in the 1979 Provincial Youth Employment Program. "

The City Manager submits for Council's CONSIDERATION the question of City participation in the PYEP '79. Should Council decide to participate, the City Manager suggests a maximum City cost of \$20,000 and RECOMMENDS approval of the City Engineer's recommendations (c) and (d).

FOR COUNCIL ACTION SEE PAGE(S).....232

REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON  
TRANSPORTATION

I

February 1, 1979

A meeting of the Standing Committee of Council on Transportation was held on Thursday, February 1, 1979, in the No. 1 Committee Room, third floor, City Hall, at approximately 3:30 p.m.

PRESENT: Alderman W. Kennedy, Chairman  
Alderman D. Bellamy  
Alderman H. Boyce  
Alderman M. Harcourt  
Alderman H. Rankin

ALSO PRESENT: Alderman M. Ford  
Alderman D. Marzari

COMMITTEE CLERK: J. Thomas

The minutes of the meeting of December 7, 1978, were adopted.

RECOMMENDATION

1. Status Report - Transportation for the Handicapped

City Council on September 26, 1978, when considering a report of the Standing Committee on Transportation, dealing with the level of service for the transportation of handicapped persons and the costs of the existing service provided by the B.C. Lions Society for Crippled Children, approved the following recommendations of the Committee:

- "A. THAT the Urban Transit Authority be requested to take over responsibility of funding the handicapped transit service by April 1, 1979.
- B. THAT the City Manager be requested to report to the Standing Committee on Transportation on the desirability and cost effectiveness of the City or B.C. Hydro assuming the responsibility of operating this service as opposed to retaining the present funding arrangement with the Lions Club.
- C. THAT the following recommendation of the Special Committee on the Disabled be referred to the City Manager for study and report back to the Standing Committee on Transportation as soon as possible or within one month:

'THAT City Council make a commitment to increase funding to the present service to the extent where 15 additional buses could be put in operation within a year'.

Report to Council  
Standing Committee on Transportation  
February 1, 1979

(I - 2)

Clause 1 continued

In a City Manager's Report dated January 10, 1979 (circulated) before the Committee this day, the City Engineer reviewed actions taken in accordance with Council's resolution and presented recommendations and information relating to appropriate levels of service and City funding in the coming months. It was noted an interim status report had been submitted to the Special Committee of Council on the Disabled on October 27, 1978.

The Manager's Report discussed the role of the UTA and pointed out the Authority had indicated that transportation for the handicapped could become a "custom transit service" under the Act. This would require Cabinet approval and special negotiations on cost sharing with the "municipality" as defined in the Act, namely the GVRD. However, the UTA would not be in a position to negotiate on the service until later in the year and implementation by April 1, 1979 was unrealistic.

The report also dealt with the current Lions Society operation and funding requirements for an expanded service, noting that the service for the adult handicapped was incurring a deficit of nearly \$10,000 per month, primarily due to service outside the City limits.

Two factors deserved particular attention:

1. There has been a decision by the directors of the Lions that the Society will no longer subsidize the adult handicapped transportation (ID) service. This decision, effective July 1, 1978 to coincide with their fiscal year, has led the Lions to request retroactive funding to cover their operating deficit for the latter half of 1978.
2. The payment formula in the agreement between the City and the Lions for the period May 1 to December 31, 1978 needs to be reviewed. This formula has not worked as expected by either Lions or City staff and has led to a situation in which about \$35 000 of the \$121 129 City funds allocated to the service for the eight-month period will not be disbursed.

In the six month period May - October 1978, Vancouver residents eligible for City subsidy represented 72 per cent of system passenger trips, 58 per cent of system mileage and 61 per cent of system costs. In the same period about \$10,974 of the \$65,674 estimated deficit was attributable to those trips; the remaining \$54,700 being for trips outside the City. For 1979 it was estimated a basic grant of \$5.10 per trip and an additional payment of \$1.04 per additional passenger for groups would pay all costs associated with eligible trips to City residents.

The City Manager recommended approval of the following Recommendations A - E and submitted Recommendations F and G for the Committee's consideration:

- A. That the City pursue discussions and negotiations with the GVRD and the UTA to arrange for UTA and the Ministry of Human Resources responsibility and funding for transportation services for the disabled.
- B. That the B.C. Lions Society be requested to continue operation of its transportation service for disabled adults in the City of Vancouver.
- C. That a grant of \$14 405 be paid to the B.C. Lions Society to repay the Society for losses incurred providing transportation services to eligible City residents in the period May 1 - December 31, 1978 to be provided from the balance of the 1978 funds.



Report to Council  
Standing Committee on Transportation  
February 1, 1979

(I - 3)

Clause 1 continued

- D. That the question of further expansion of this service be deferred until after the issue of Provincial regional responsibility and funding is resolved.
- E. That the City not subsidize losses which were incurred outside of Vancouver City.
- F. That the City Engineer and Director of Social Planning be instructed to negotiate an agreement with the B.C. Lions Society through April 1, 1979 and no funding be provided after that date. At current levels of service, this would cost approximately \$41 000 to be allocated from the 1979 Community Services Grant, as per 'A' above.
- G. That the City Engineer and the Director of Social Planning be instructed to negotiate an interim operating agreement until April, 1979 and provide for continuation in 1979 on a monthly basis with the B.C. Lions Society. This agreement would provide funds on a monthly basis to enable the B.C. Lions Society to continue operation while they and the GVRD negotiate a permanent arrangement with UTA (it being understood that funding would end when UTA agrees and no later than December, 1979). One of two levels of service is proposed:
  - I. The same level of service as specified in 1978 to provide 48 750 trips to eligible City residents, and that an amount of \$162 340 be allocated from the Community Services Grants budget for this purpose; OR
  - II. The same level of service as specified for 1978, plus an additional two vehicles on Saturday (total 6) and three vehicles on Sunday (total 7) to provide 51 350 trips to eligible City residents and that an amount of \$170 140 be allocated from the 1979 Community Services Grants budget.

The Director of Social Planning supported Option G II because it seemed unlikely that the UTA would be able to assume responsibility for the service by April 1, 1979. Also, the 1978 level of service had fallen short of demand on weekends as demonstrated in the last six months of 1978 and, therefore, should be expanded to the level specified in Option 2 II. However, the City Engineer expressed some concern that this Option would give the Provincial Government and UTA no incentive to resolve the matter themselves before the end of the year.

The Chairman acknowledged the presence of a number of delegations representing organizations for the handicapped who wished to address the Committee. Alderman Kennedy also read to the meeting a communication from the Supervisor of Occupational Therapy, Pearson Hospital, supporting a transit service for the handicapped, which stated in part:

"The present Easter Seal Service is overcommitted and it is small wonder that, frustrated by the limited services available, many who are handicapped "give up" and fall prey to depression and loneliness which could ultimately lead to their being institutionalized.

We, at Pearson Hospital have seen a number of our young people make the step to resuming life in the community as independent adults in group home situations. To make a success of this venture they need the support of readily available transportation. Winnipeg has such a service and I would urge you to do your best to see a similar service instituted in Vancouver."

Mr. D. Rudberg, Assistant City Engineer, Traffic Division, reviewed the report with the Committee and noted additional information had come to hand, which indicated some adjustments may be required in certain dollar amounts quoted in the report.

Clause 1 continued

Mrs. Susan Anderson, Social Planner, spoke to the concerns of the Director of Social Planning.

Alderman Harcourt, one of Council's two representatives on the Urban Transit Authority, was questioned by Committee members on the possibility of the UTA agreeing in principle to fund the service by April 1, 1979. Alderman Harcourt advised the Authority had expressed positive feelings on the issue and one of the first actions of the Minister of Municipal Affairs had been the establishment of a Task Force to plan a demonstration project on transit service for the handicapped. Two pilot projects were planned - one in an urban area and one in a rural area - each area to be totally equipped with buses to serve the handicapped, and a subsequent study would examine cost, use of equipment, etc. It was anticipated the Task Force would report to the Minister in two months. Alderman Harcourt felt the UTA staff should be approached on the status of negotiations with the GVRD and that the Regional District be requested to include transit for the handicapped as one of the services to be incorporated as of April 1, 1979. He also suggested it would be desirable for the City to submit a report to the UTA Board of Directors in terms of costs involved in getting such a program operational on April 1, 1979.

The following delegations addressed the Committee:

- B.C. Lions Society for Crippled Children (Mr. B. Leyburn, Chairman of the Board, and Mr. B. Padden, Executive Director) stated the Society was in agreement with the recommendations contained in the City Manager's Report and supported Option G II. Questioned on the cost analysis tables, the Society's representatives advised there were some discrepancies mainly due to other areas, such as the University Endowment Lands, being erroneously included in the Vancouver area. Revisions were now being worked out.
- International Society for the Handicapped (Mr. J. Olldym, Mrs. H. Gower) supported Option G II. They referred to the inadequacy of the Lions Society service which entailed advance reservation with a minimum of a week's notice. Sometimes four weeks notice was required. It was felt 48 hours should be sufficient. They also urged that weekend service be increased.
- False Creek Residence for the Handicapped (Mr. R. Watson) stated the Residence housed 24 handicapped young adults who were encouraged to be independent and to enter into a full social life. This was very difficult to do given the existing bus service and the necessity to book bus trips in advance.
- S.P.A.R.C. (Mr. D. Guest) urged consideration be given to transportation for a wide spectrum of the disabled including the elderly who experienced problems with public transit due to a variety of physical ailments. S.P.A.R.C. felt strongly that transportation for the handicapped was too big to be left with a voluntary agency and should be the responsibility of the UTA.
- Vancouver Stroke Club (Mr. B.R. McFarlane) referred to the problems of stroke victims who suffered a range of disabilities which made it difficult for them to get on and off Hydro buses.

Clause 1 continued

- Ad Hoc Committee on Handicapped Transit (Mr. T. Louis) reviewed aspects of the Manager's Report with City staff and representatives of the Lions Society, and questioned the basis for the cost analysis tables contained therein. Stated handicapped persons should not have to pay more for bus trips than other members of society. This class of individuals represented 1.8 per cent of the population - all they wanted was 1.8 per cent of the transit dollar which would provide all their transit needs and reduce fares to around 50 cents per trip. His group opposed Recommendations C and D, and strongly urged:
  - the City operate the handicapped transit service;
  - that more buses be made available; and
  - that fares be reduced.
- Downtown Eastside Residents' Association (Ms. J. Swanson) supported a City run, expanded service with affordable fares.

During the ensuing discussion, Committee members commented on the relative cost of a City run operation compared to a service operated by a voluntary agency. Mr. K. Dobell, Acting City Manager, advised a private agency could operate more economically; for example, a driver employed by the Lions Society earned \$8.00 an hour, compared to \$13.00 an hour for Hydro or the City. Discussions between the City, Hydro and organizations involved, revealed the City and Hydro were not the ideal organizations to run a demand responsive system.

Members of the Committee stated they appreciated the work carried out by the Lions Society in providing a transit service for many years but expressed agreement with the delegations that the existing system was inadequate and the number one priority should be a service which could provide a bus as and when required without long term advance reservations.

It was

RECOMMENDED

- A. THAT the City pursue discussions and negotiations with the GVRD and the UTA to arrange for UTA and the Ministry of Human Resources responsibility and funding for transportation services for the disabled.
- B. THAT in the interim period, the B.C. Lions Society be requested to continue operation of its transportation service for disabled adults in the City of Vancouver.
- C. THAT a grant be paid to the B.C. Lions Society to repay the Society for losses incurred providing transportation services to eligible City residents in the period May 1 - December 31, 1978 to be provided from the balance of the 1978 funds.
- D. THAT the City not subsidize losses which were incurred outside of Vancouver City.

FURTHER THAT a request be made to other municipalities through the GVRD, to join in subsidizing this service on a per capita basis.

- \*E. THAT appropriate City Staff be instructed to report back on the availability of funds to obtain more buses

(Alderman Kennedy opposed)

Clause 1 continued

- \*F. THAT the financing formula be improved to ensure that no handicapped person is required to pay more than \$1.00 per trip.
- \*G. THAT the City look into the question of acquiring the existing buses from the B.C. Lions Society and the establishment of an appropriate organization to run this service.

(Alderman Kennedy opposed)

- H. THAT the existing service be expanded to weekends commencing immediately.
- I. THAT City Staff report back on the operating cost situation for 1979.

\*Amended by the Committee on February 8, 1979. See Report I (i).

2. Haro/Cardero Traffic Diverter

The Committee had for consideration, a City Manager's Report dated January 11, 1979 (circulated), in which the City Engineer reported on an investigation of citizens complaints that a traffic diverter installed at Haro and Cardero Streets was creating increased traffic in an L-shaped lane at the rear of Sunset Towers, a senior citizens residence in the 1600 Block Haro Street.

Present for the discussion on this matter were Mr. John McPeake, President of the Sunset Towers Residents' Association, and Mrs. Carole Walker, Chairman, West End Traffic Committee, who submitted a brief (on file in the City Clerk's Office) supporting the installation of a diverter at the bend in the lane. Communications (on file) were also noted from the West End Community Council and Lord Roberts Elementary School.

Mr. D. Rudberg, Assistant City Engineer, reviewed the City Manager's Report with the Committee and advised investigation disclosed that there was a safety problem at this location in that barricading the streets to deter through traffic from bypassing the Robson and Denman arterials, had resulted in traffic using the lane as a through street. Three possible solutions had been identified, namely, removal of the diverter; turning the diverter 90°; or placing an additional diverter in the lane. However, in view of a further survey of resident opinions on the West End Traffic Scheme II to be carried out shortly, it was suggested it may be appropriate to defer resolving the issue pending the survey results.

Mr. McPeake addressed the Committee and advised all of the 601 residents in the Sunset Towers complex were senior citizens, many in their 80's and 90's, who were no longer agile and dreaded meeting fast moving traffic in the lane. The residents felt the problem should be resolved immediately before a serious accident occurred. Discussion had taken place with fire and ambulance representatives and it was agreed the best solution would be the installation of a chain barrier or diverter at the junction of the lane.

Following a brief discussion, it was

RECOMMENDED

THAT a chain barrier be installed at the bend in the lane south of Haro Street, west of Cardero Street.

3. Traffic Signal - Arbutus and 33rd Avenue

On October 28, 1978, after hearing delegations from residents complaining about traffic conditions in the area of Arbutus and 33rd Avenue, the Committee requested a report back on the need for a flashing amber warning sign at the south approach to Arbutus Street.

In a City Manager's Report dated January 15, 1979 (circulated) the City Engineer reported on an analysis of signal visibility at the intersection and recommended an additional signal head be installed to improve visibility for motorists approaching from the northbound direction.

RECOMMENDED

THAT an additional signal head be installed at the Arbutus/33rd Avenue intersection to improve visibility for motorists approaching from the northbound direction.

4. Left Hand Turns at Traffic Control Intersections

City Council on January 23, 1979 referred the following motion to the Committee for consideration:

"THAT WHEREAS most, if not all, main thoroughfares throughout the City of Vancouver are at full capacity in both the morning and the evening rush hours;

AND WHEREAS many of the thoroughfares of the City of Vancouver are controlled by a network of traffic signals;

AND WHEREAS major delays and tie-ups are resulting from motorists attempting left hand turns in these said rush hours;

THEREFORE BE IT RESOLVED THAT the Traffic Engineering Department be instructed to launch a programme that will lead to a full implementation of 'no left hand turns' at traffic control intersections in the morning and the evening rush hours, that is 7 to 9 a.m. or 4 to 6 p.m., except at those intersections where left hand lanes or advance left hand signals exist."

RECOMMENDED

THAT this matter be referred to the City Engineer for study and report back.

\* \* \* \* \*

The meeting adjourned at approximately 5:35 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 232 & 233

I (i)

PART REPORT TO COUNCIL  
STANDING COMMITTEE OF COUNCIL  
ON  
TRANSPORTATION

February 8, 1979

A meeting of the Standing Committee of Council on Transportation was held on Thursday, February 8, 1979, in the No. 1 Committee Room, third floor, City Hall, at approximately 3:40 p.m.

PRESENT: Alderman D. Bellamy, Chairman  
Alderman H. Boyce  
Alderman M. Harcourt (Clause 2)  
Alderman H. Rankin

ABSENT: Alderman W. Kennedy

COMMITTEE CLERK: J. Thomas

RECOMMENDATION

1. Transportation for the Handicapped

The Committee considered a communication dated February 8, 1979, from Alderman Rankin, referring to the discussion at the February 1, 1979 meeting on a transit system for the disabled.

Alderman Rankin advised he had given more thought to the wording of the recommendations approved by the Committee at that meeting and now felt some clarification and additional wording was required.

Prior to leaving the meeting before discussion on this item, the Chairman indicated he was strongly opposed to Recommendations E and G and instructed this be entered in the record.

After discussion, the following recommendations were approved to partially replace those recommended by the Committee on February 1, 1979:

RECOMMENDED

- A. THAT the City pursue discussions and negotiations with the GVRD and the UTA to arrange for UTA and the Ministry of Human Resources responsibility and funding for transportation services for the disabled.
- B. THAT in the interim period, the B.C. Lions Society be requested to continue operation of its transportation service for disabled adults in the City of Vancouver.
- C. THAT a grant be paid to the B.C. Lions Society to repay the Society for losses incurred providing transportation services to eligible City residents in the period May - December 31, 1978 to be provided from the balance of the 1978 funds.

Clause 1 continued

- D. THAT the City not subsidize losses which were incurred outside of Vancouver City.

FURTHER THAT a request be made to other municipalities through the GVRD, to join in subsidizing this service on a per capita basis.

- E. THAT appropriate City Staff be instructed to report back on the availability of funds to obtain more buses.

(Alderman Kennedy opposed)

- F. THAT the financing formula be improved to ensure that no handicapped persons RESIDENT IN THE CITY OF VANCOUVER be required to pay more than \$1.00 FLAT RATE per ONE WAY trip. (MAXIMUM 10 MILES AFTER WHICH AN ADDITIONAL MILEAGE CHARGE WILL BE APPLIED).

- G. THAT the City look into the question of acquiring the existing buses from the B.C. Lions Society and FURTHER:

- THAT A NON-PROFIT CORPORATION BE ESTABLISHED TO OPERATE TRANSPORTATION SERVICES FOR THE DISABLED IN THE CITY OF VANCOUVER AND SURROUNDING MUNICIPALITIES WISHING TO PARTICIPATE BY PAYING THEIR FAIR SHARE OF COST.
- THAT THE BOARD OF THE CORPORATION BE COMPOSED OF:
  - A) 3 CITY ALDERMEN - THE CHAIRMEN OF THE TRANSPORTATION, COMMUNITY SERVICES AND DISABLED COMMITTEES
  - B) 1 ALDERMAN EACH FROM PARTICIPATING MUNICIPALITIES
  - C) 1 MINISTRY OF HUMAN RESOURCES REPRESENTATIVE
  - D) 1 URBAN TRANSIT AUTHORITY REPRESENTATIVE
  - E) AT LEAST 3 DISABLED PERSONS.
- THAT THE CITY CONTINUE THE PRESENT AGREEMENT WITH THE B.C. LIONS SOCIETY AT A NEGOTIATED RATE UNTIL JUNE 30TH, 1979 AT WHICH TIME THE CITY WILL CONTRACT WITH THE NEW CORPORATION.
- THAT COUNCIL URGE THE MINISTRY OF HUMAN RESOURCES TO TRANSFER ITS FUNDING OF TRANSPORTATION FOR THE DISABLED FROM THE B.C. LIONS SOCIETY TO THE NEW CORPORATION COMMENCING JULY 1ST, 1979.
- THAT COUNCIL REQUEST THE URBAN TRANSIT AUTHORITY TO PURCHASE 15 ESPECIALLY ADAPTED AND APPROVED VEHICLES AND RADIO EQUIPMENT AND THEN LEASE OR SELL THIS EQUIPMENT TO THE CORPORATION.
- THAT THE CITY HIRE IMMEDIATELY AN EXECUTIVE DIRECTOR FOR THE CORPORATION AT CITY PAY GRADE 33. THE EXECUTIVE DIRECTOR TO BECOME AN EMPLOYEE OF THE CORPORATION AS OF JULY 1ST, 1979.

Clause 1 continued

- THAT CITY STAFF AND THE EXECUTIVE DIRECTOR LOCATE AN OFFICE AND VEHICLE STORAGE SPACE FOR THE CORPORATION.
- THAT CITY STAFF AND THE EXECUTIVE DIRECTOR DRAW UP A BUDGET FOR THE CORPORATION FOR SUBMISSION TO COUNCIL.
- THAT CITY STAFF AND THE EXECUTIVE DIRECTOR HIRE CORPORATION STAFF GIVING PREFERENCE TO PRESENT B.C. LIONS SOCIETY EMPLOYEES.

(Alderman Kennedy opposed)

- H. THAT the existing service be expanded on weekends commencing immediately.
- I. THAT City Staff report back on operating costs for 1979.
- J. THAT THE MINISTERS OF HUMAN RESOURCES AND MUNICIPAL AFFAIRS BE REQUESTED TO PROVIDE IMMEDIATE FINANCIAL ASSISTANCE FOR THIS PROGRAM

(Amendments and additions are capitalized).

2. Champlain Heights - Transit Changes

Alderman Harcourt referred to transit schedule changes to be introduced by B.C. Hydro on February 16, 1979 in the Champlain Heights area, and advised the change in frequency of service from 30 minutes to 20 minutes on the extended #26 Boundary route represented a cutback of 32 trips a week.

RECOMMENDED

THAT B.C. Hydro be requested to continue to provide the present 20 minute service during nights and on Sundays on the #26 Boundary route and the half mile extension. If B.C. Hydro is unwilling to accede to this, then Council request the following service be provided: 15 minute service on the present route and half mile extension during the daytime and evening Monday through Saturday, 20 minute service on the present route during nights and all day Sunday.

\* \* \* \* \*

The meeting adjourned at approximately 4:20 p.m.

FOR COUNCIL ACTION SEE PAGE(S) 233, 234



# II

## REPORT TO COUNCIL

### STANDING COMMITTEE OF COUNCIL ON FINANCE AND ADMINISTRATION

FEBRUARY 1, 1979

A meeting of the Standing Committee of Council on Finance and Administration was held on Thursday, February 1, 1979, at approximately 3:30 p.m., in Committee Room No. 3, third floor, City Hall.

PRESENT : Alderman Puil (Chairman)  
Alderman Ford  
Alderman Gerard  
Alderman Little  
Alderman Marzari

COMMITTEE  
CLERK : G. Barden

#### RECOMMENDATION:

##### 1. Senior Citizens' Guide to Services in B.C.

On January 16, 1979, City Council referred the following motion to the Finance Committee:

"THAT the City purchase from SPARC of B.C. 10,000 copies of its Senior Citizens' Guide to Services in B.C., at a cost of \$4,500.00 for distribution through the City's information resources."

Alderman Ford advised that there was a motion of Council that the Social Planning do a study on setting up an information centre for senior citizens at City Hall and she felt it didn't make sense to study a service that the Province should be providing. She suggested it would be more economical to have copies of the SPARC information booklet distributed by the Health Department.

The Social Planning Department had been requested to advise on whether it should be included in SPARC's annual grant and Mr. John Jessup, Social Planning Department, advised that he felt it is a very worthwhile information booklet for the elderly and Dr. H.E. McLean of the City Health Department would have use for about 5,000 copies. The booklets could be purchased for 45¢ each and Mr. Jessup suggested the Health Department put \$2,250 in their budget for this purpose. He did not agree that it should be included in SPARC's annual grant.

City officials felt it should be the Provincial Government's responsibility to provide this guide to senior citizens.

Committee members agreed that it is an area of Provincial responsibility. It was noted that there are complimentary copies of one issue available at the Van City Credit Union.

Following discussion, it was

#### RECOMMENDED

THAT the City not purchase the booklet 'Senior Citizens Guide to Services in B.C.'

Report to Council  
 Standing Committee of Council  
 on Finance and Administration  
 February 1, 1979 . . . . . (II-2)

## 2. Annual Review - Permit Fees

The Committee considered the attached Manager's report dated January 30, 1979, wherein the Director of Finance and the Director of Permits & Licenses reported on the annual review of Permit Fees. The report included background information and details on plumbing and gas permits, electrical by-law, building by-law and the sign by-law. The analysis behind the Manager's report aims at 100% recovery of costs.

Discussion centered on a suggested review of the sign by-law. Mr. B. Wyatt explained that the Permits & Licenses Department has greatly improved the processing of these permits and in discussion with the industry it was found that it would be more agreeable to conforming to the by-law because of the improved processing. The normal operating level for the sign by-law is felt to cost at least twice the current by-law revenues, therefore, a 100% increase in fees is felt to be warranted at this time.

Following further discussion, it was

### RECOMMENDED

- (A) THAT a 25% increase in permit fees for sprinkler permits, fireline permits, emergency lighting and fire alarm systems be approved.
- (B) THAT Council approve the by-law revisions proposed in the attached Manager's report.
- (C) THAT the Director of Legal Services be instructed to forward the necessary by-law amendments to Council for approval.
- (D) THAT the fees referred to be effective starting March 1, 1979.
- (E) THAT the Director of Permits & Licenses advise forthwith representative associations affected by the foregoing changes.

The meeting adjourned at approximately 4:15 p.m.

\* \* \* \* \*

FOR COUNCIL ACTION SEE PAGE(S) 235

## III

REPORT TO COUNCILSTANDING COMMITTEE OF COUNCIL  
ON COMMUNITY SERVICES

February 5, 1979

A Special Meeting of the Standing Committee of Council on Community Services was held on Monday, February 5, 1979, at 6:00 p.m., in the Council Chamber, third floor, City Hall.

PRESENT: Alderman Rankin (Chairman)  
Alderman Bellamy  
Alderman Gerard  
Alderman Little  
Alderman Marzari

CLERK: G. Barden

RECOMMENDATION1. Black Solidarity Association

The Community Services Committee on Thursday, January 25, 1979, after hearing from members of the Black Solidarity Association who alleged incidents of racial discrimination at downtown cabarets, agreed that the record of the statements made to the Committee would be distributed to the Police and the operators of the downtown cabarets who would be invited to attend a meeting of the Committee within two weeks for further discussion, and that the Chairman would contact the Minister of Labour to determine what action the Minister intends to take regarding these complaints.

The Chairman advised that he had spoken with the Minister of Labour who advised that the club owners had refused to talk to him and he would be setting up an enquiry into the matter. The Chairman advised that the Committee was hoping that the clubs Misty's and Sugar Daddy's would respond to complaints of barring blacks from their clubs heard at the last meeting.

Mr. Moll (owner) and Mr. Stephen Case (manager) of Sugar Daddy's denied the allegations of discrimination against blacks at their club. Mr. Moll stated many black persons frequent his club. On questioning regarding entry requirements, they advised they asked for 2 or 3 pieces of I.D. (at least one picture I.D.), in cases of suspected trouble makers, minors, intoxication and even then might not let them in. They also have a dress code. They stated that they have asked the Police for guidelines on how to handle problems in the club. The Police advised them when there were hookers and pimps frequenting the clubs and asked them to keep them out. The undercover Police would point them out and ask the managers to ask them to leave. They get 800-1,000 people through the club in one night and turn about 75 people away, about 90% of the people turned away are white. They agreed there have been some innocent people, white and black, who have been accosted at the door and will continue to be a problem, but they do not know how to solve it.

Mr. Barry Williams, owner of Misty's, denied his club discriminates against blacks, but they have no set entrance policy. They look for intoxication, minors, improper dress, previous trouble makers, people with grudges on their faces. It is left to the bouncers to decide what I.D. is required and who is turned away.

Superintendent Page, Vancouver Police, advised they are concerned about minors and people of notorious character being allowed in the clubs. They advised the owners it is up to them to keep these undesirables and minors out of their clubs. They supplied owners with Sections 52 and 43 of the Liquor Act - they must not be in violation of the Human Rights Code when preventing persons from entering their clubs.

cont'd....

Report of Standing Committee  
on Community Services

February 5, 1979 . . . . . (III - 2)

Cause No. 1 cont'd

Undercover policemen visit all liquor establishments and reports are made. If a club is not keeping undesirables out, an appropriate report is sent to the Liquor Board for action. The Police Department does not instruct or has not suggested in any way that there be a blanket policy to keep any particular group out of these clubs.

The Committee heard the following delegations:

Mr. John Dobbin read a letter from Sneaky Pete's on their door policy. Approximately 550 persons per week fail to gain admission to Sneaky Pete's for reasons such as capacity crowds, lack of identification, drunkenness, belligerent attitudes, improper attire and previously undesirable behaviour. The vast majority of those not admitted are caucasian; some minorities including blacks are among those not admitted. No racial discrimination is intended in carrying out the Door Policy of Sneaky Pete's.

Ms. Delicia Crump presented a brief on behalf of the Black Solidarity Association on the denial to blacks of their basic rights as citizens and to see that redress is obtained and justice is upheld, so that these situations will not occur again. The Association recommended as follows:

- (1) That licenses of the offending operators be revoked.
- (2) That clubs clearly display their entrance requirements - e.g. dress code, I.D. requirements, etc.
- (3) Bouncers and managers wear an identifying name-plate, to be visible at all times.
- (4) That people who are refused admittance be given the reason for such refusal.
- (5) That the City Council, through the Mayor's Office, investigate and deal with the allegations of connivance by the Police in these situations.

Mr. Paul Winn stated he has seen discrimination in Misty's and Sugar Daddy's; what the Black Solidarity Association is asking for is just. He was appalled at the levity of the disco owners' presentations - they have a disregard for law and order and the Human Rights Code. Anything short of revoking their licenses is condoning discrimination against black people. He disagreed with the criteria for barring entry because of a grudge on someone's face. Bouncers are hired for muscle and their ability to break heads, not diplomacy.

Ms. Potter read a brief dated February 5, 1979, from the International Committee Against Racism urging that the licenses of the discos be revoked based on evidence heard until they can prove they will not discriminate on the basis of colour or race.

A letter dated February 1, 1979, from the Bayshore Inn denied racial discrimination was encountered at the Bayshore on January 17th or 18th, 1979. They endeavour to abide by the Human Rights Code of B.C. and are prepared to co-operate with the Human Rights Commission if they receive any formal complaints concerning the Bayshore Inn.

Ms. Lorena Jordan stated she was refused entry to Sugar Daddy's and that she is not a drunk, a dope dealer or a prostitute and wants to know why she was refused entry. She would like to see justice done.

cont'd....

Report of Standing Committee  
on Community Services

February 5, 1979 . . . . . (III - 3)

Clause No. 1 cont'd

Mr. Luke Warrington stated he has a criminal record and would not like to see all blacks discriminated against because of him.

Mr. Thomas MacFarlane felt Misty's should get appropriate people to manage entry at the doors.

Mr. Kenneth Keith, reporter, stated discrimination by these clubs is a genuine concern and asked that it not be allowed to happen again.

Mr. Michael Clarkson advised he is not allowed in the clubs and he has nothing to do with criminal activities - he feels very frustrated and pent up and wants something done.

The Committee felt there was evidence of discrimination against blacks at these disco clubs. It was felt there should be a set policy for refusal of entry and it should not be left to a bouncer. It was also agreed that a reason must be given for refusal of entry.

Following further discussion, it was

RECOMMENDED

- A. THAT clubs clearly display their entrance requirements e.g. dress code, I.D. requirements, etc.
- B. THAT bouncers and managers wear an identifying nameplate, to be visible at all times.
- C. THAT people who are refused admittance be given the reason for such refusal.
- D. THAT upon receipt of further proven acts of discrimination the offending licensees be brought before Council to show cause why their licenses should not be suspended.
- E. THAT the Chairman meet with all principals involved to try and find a satisfactory solution and report back as soon as possible.
- F. THAT the Chairman investigate with the Police, enforcement of Section 52 of the Liquor Act and report back on screening activities in Misty's and Sugar Daddy's for the next few months.
- G. THAT the Chairman investigate with the Black Solidarity Association complaints against clubs and report back to Council.

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The meeting adjourned at approximately 9:00 p.m.

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FOR COUNCIL ACTION SEE PAGE(S) 235 & 236